



Land to the rear of 99 London Road,  
Reading

**Transport Statement**

For

Royle Berkshire Developments

## Document Control Sheet

Land to the rear of 99 London Road,  
Reading  
Royle Berkshire Developments

This document has been issued and amended as follows:

| Date       | Issue                 | Prepared by       | Approved by    |
|------------|-----------------------|-------------------|----------------|
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|            |                       |                   |                |

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## 1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of Royle Berkshire Developments to support an application that comprises the construction of a two storey residential property comprising of two flats on land at the rear of 99 London Road, alongside associated parking and infrastructure.
- 1.2 The site is located adjacent to the junction of London Road and Fatherson Road, approximately 1200 metres south-east of Reading town centre and within the administrative boundaries of Reading Borough Council (RBC). Fatherson Road links London Road (A4) the main one way route into the town from the east with Kings Road (A329) the main one way route out of the town to the east.
- 1.3 The site is well located with respect to sustainable transport opportunities being located 200 metres south of the Kings Road bus stops, which is the main bus route into and out of the town, 350 metres from the Cemetery Junction district centre and 350 metres from the Royal Berkshire Hospital. In addition to this, London Road and Kings Road form part of the 'Reading Cycle Network' and thus provides the opportunity for people to use this important mode of transport when travelling to the extensive range of local amenities that are offered within Reading.
- 1.4 This Transport Statement has been prepared in accordance with current best practice guidelines and demonstrates that:
  - ▶ The application site accords with national and local policies relevant to transport;
  - ▶ The application site is accessible by public transport, walking and cycling;
  - ▶ The highway network is not subject to any defects that lead to an abnormally high accident rate;
  - ▶ Car parking to the required standards can be provided;
  - ▶ The proposed access arrangements will provide safe and secure access for all; and,
  - ▶ The residual impact of the proposed development will not be severe.
- 1.5 Following this introduction, this Transport Statement is split into five sections as follows:
  - ▶ Section 2 outlines the transport planning policies that are considered to be relevant to this application;
  - ▶ Section 3 sets out the existing use of the application site and description of the surrounding area and highway network;
  - ▶ Section 4 provides an overview of the proposed development and details of the proposed access, parking and servicing arrangements;
  - ▶ Section 5 assesses the trip generating potential of the Proposed Development and provides an overview of the impacts these are likely to have; and
  - ▶ Section 6 summarises the key findings and conclusions of this report.

## 2.0 Transport Policy

### Overview

2.1 The key policy documents which set the context for the Proposed Development are as follows:

- ▶ National Planning Policy Framework (February 2019);
- ▶ Reading Borough Local Plan (November 2019); and,
- ▶ Reading Borough Local Development Framework: Revised Parking Standards and Design Supplementary Planning Document Final (October 2011).

### National Planning Policy Framework (NPPF)

2.2 The National Planning Policy Framework (NPPF) February 2019 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 102 says that;

*"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

*a) the potential impacts of development on transport networks can be addressed;*

*b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*

*c) opportunities to promote walking, cycling and public transport use are identified and pursued;*

*d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

*e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

2.4 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 103 states that:

*"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*

2.5 Off-street parking provision is referred to by Paragraph 105, which says that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.

2.6 Paragraph 106 states:

*"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."*

- 2.7 Paragraph 108 addresses the relationship between development and sustainable transport as follows:

*"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

*a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

*b) safe and suitable access to the site can be achieved for all users; and*

*c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

- 2.8 Paragraph 109 says that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

- 2.9 Paragraph 110 suggests that development should be located and designed where practical to, among other things, give priority to pedestrians and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug-in and other ultra-low emission vehicles.

- 2.10 Paragraph 111 states:

*"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

### **Reading Borough Local Plan (November 2019)**

- 2.11 The Reading Borough Local Plan lays out the policies under which future developments in the Reading area will be considered.

- 2.12 Regarding achieving the transport strategy, Policy TR1 states:

*"Proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub-strategies, specific projects identified and the local action plans.*

*Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services, including schools and parks, and similar measures.*

*All development proposals should make an appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application."*

- 2.13 Regarding access, traffic and highways-related matters, Policy TR3 states:

*"In determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment.*

*Development will only be permitted where:*

- ▶ *accesses and works to the highway comply with the adopted standards of the Transport Authority;*

- ▶ *the development would not have a material detrimental impact on the functioning of the transport network;*
- ▶ *the proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
- ▶ *the proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and*
- ▶ *for non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.*

*Proposals involving either the construction of a new site access, or a material increase in the use of an existing site access, directly onto the Classified Highway Network will not be acceptable if they would be likely to result in the encouragement of the use of the network for short local trips or compromise the safe movement and free flow of traffic on the network or the safe use of the road."*

2.14 Regarding cycle routes and facilities, Policy TR4 states:

*"Developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable.*

*The cycle routes identified in the most up-to-date Cycling Strategy will be maintained, enhanced and added to or extended. Development will not detrimentally affect an identified cycle route. Where opportunities exist, improvements to that route, including the provision of connecting routes, and/or cycling facilities will be sought within developments or through planning contributions."*

2.15 Regarding car and cycle parking and electric vehicle charging, Policy TR5 states:

*"Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.*

*Development should make the following provision for electric vehicle charging points:*

- ▶ *all new houses with dedicated off-street parking should provide charging points;*
- ▶ *within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point."*

**Reading Borough Local Development Framework: Revised Parking Standards and Design Supplementary Planning Document Final (October 2011)**

2.16 RBC's parking requirements are set out in their SPD titled 'Revised Parking Standards and Design', adopted in October 2011. This document adopts a zonal strategy depending on a site's proximity to local centres and public transport corridors. The site is located in Zone 2 – Primary Core Area, with the relevant parking standards are reproduced in Table 2.1.

| Parking Type                | Number of Bedrooms per Dwelling | Standard in Zone 2                                                                                                                                                                  |
|-----------------------------|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Standard Car Parking Spaces | 1-2                             | 1 space per unit                                                                                                                                                                    |
| Cycle Parking               | n/a                             | 0.5 spaces per unit (if no individual secure facility e.g. store or garage associated with property, dedicated parking required. This can be in the form of communal cycle parking) |

Table 2.1 Parking Standards

### Summary

- 2.17 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking and facilitating access by more sustainable forms of travel by providing connections to existing networks.
- 2.18 The following sections of this report review the accessibility of the Application Site and evaluate whether the Proposed Development will encourage the use of sustainable modes of transport. In addition to this, a further assessment has been undertaken to establish the impact of the Proposed Development upon the local highway network.

### 3.0 Baseline Conditions

#### Overview

- 3.1 So that the context of the site can be established, a detailed review of the surrounding area has been undertaken. It also sets out an overview of the accessibility of the site by a variety of modes of transport and includes a review of road safety records.

#### Site Description

- 3.2 The site is located adjacent to the junction between Fatherson Road and London Road, approximately 60 metres northeast of the junction between Denmark Road and London Road. It is located within the administrative boundaries of Reading Borough Council (RBC). The location of the Application Site is illustrated on Figure 3.1.



Figure 3.1: Application Site Location

- 3.3 The application site is within 1,200 metres of Reading Town Centre, 350 metres of the Cemetery Junction district centre, 350 metres of the Royal Berkshire Hospital and 200 metres from bus stops on Kings Road, a high quality bus route.
- 3.4 The application site is currently unoccupied land, which benefits from an existing dropped kerb access providing access to the public highway on Fatherson Road.

#### Local Highway Network

- 3.5 The local highway network is centred around the A4 London Road and A329 Kings Road, which forms the principal east-west route through the area. The A4 London Road is one way west bound from Cemetery junction and provides the main connection to the town centre from the east including the A329(M), while the A329 Kings Road is one way eastbound to Cemetery Junction providing the main connection from the town centre to the east.

- 3.6 Off road cycleways are provided along both sides of London Road while bus lanes including a contraflow bus lane along both Kings Road are available for use by cyclists.
- 3.7 Fatherson Road is a two-way single carriageway road linking London Road and Kings Road, the carriageway is circa 5.5 metres in width and the road is subject to a 20 miles per hour speed limit.
- 3.8 It is worthy to note that the local highway network is located within Controlled Parking Zones 11R, and that Fatherson Road is subject to parking restrictions in the form of double yellow lines along eastern side and parking permit bays along its western side. Parking is exclusively for permit holders between 8pm and 8am while between 8am and 8pm non permit holders can park for a maximum of two hours with no return in two hours.
- 3.9 Given the strategic nature of London Road, this is subjective to double line 24/7 double yellow line no parking restrictions with no loading at any time, while Kings Road is a red route which no stopping at any time.
- 3.10 The roads to the south of London Road, Alexandra Road and Denmark Road are within Controlled Parking Zone 13R, which has very onerous restrictions, with parking restricted to permit holders only between 5.30pm and 8am, with daytime parking subjected to a pay and display charge.

### Sustainable Transport Accessibility

- 3.11 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:
  - ▶ Most people will walk to a destination that is less than one mile (*Planning for Walking, 2015*);
  - ▶ The bicycle is a potential mode of transport for all journeys under five miles (*Planning for Cycling, 2015*); and,
  - ▶ Walking distances to bus stops should not exceed 400 metres, with people being prepared to walk twice as far to rail stations (*Planning for Walking, 2015*).
- 3.12 Notwithstanding the above, it should be noted that Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being "*characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential area which residents may access comfortably on foot*". However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS contends that walking can be used to access a variety of destinations within a range of 2 kilometres and 2 miles respectively.
- 3.13 Having regard to the above, it is considered that the site is accessible by the more sustainable modes of travel including foot, cycle and public transport. Details on each of these sustainable modes of travel are set out below.

### Accessibility by Foot

- 3.14 London Road and Kings Road benefit from street lighting and wide footways providing direct links to the Cemetery Junction district centre. Kings Road provides direct footway links to Reading town centre while London Road provides direct links to the Royal Berkshire Hospital.
- 3.15 The town centre has an extensive network of pedestrianised streets, which provide direct access to the railway station and main bus interchange. Crossing points are generally of a high standard including features such as dropped kerbs, tactile paving, with the majority along London Road and Kings Road being pelican crossings.
- 3.16 Figure 3.2 below shows the area within two kilometres, a 25 minute walking time from the site based on an average walking speed of 80 metres per minute, with isochrones plotted at five minute intervals.

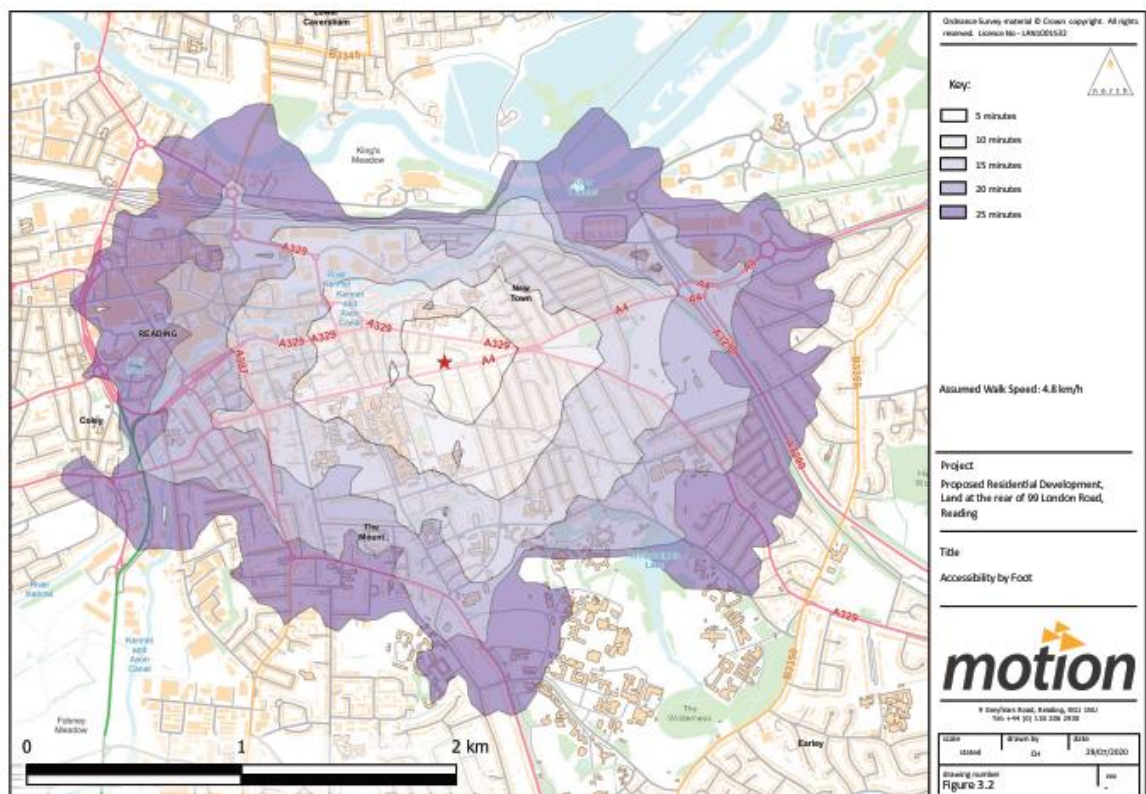


Figure 3.2: 25-minute (2km) Walking Distance

- 3.17 Figure 3.2 shows that Reading town centre, Royal Berkshire Hospital, Reading University and Palmer Park are all within a 25 minute walk of the site.

### Accessibility by Cycle

- 3.18 The area surrounding the site is considered suitable for cyclists. Fatherson Road provides a lightly trafficked environment and immediate access to Kings Road to the north. Kings Road has marked cycle and bus lanes in each direction route providing direct links to Reading town centre and the suburbs within East Reading. The town centre provides a good environment for cycling including several docking stations for the 'Readybike' hire scheme. RBC's cycle map is included at **Appendix A**.
- 3.19 Figure 3.3 below shows the area within five kilometres, a 25 minute cycling time from the site based on an average cycling speed of 5.4 metres per second (12 miles per hour), with isochrones plotted at five minute intervals.

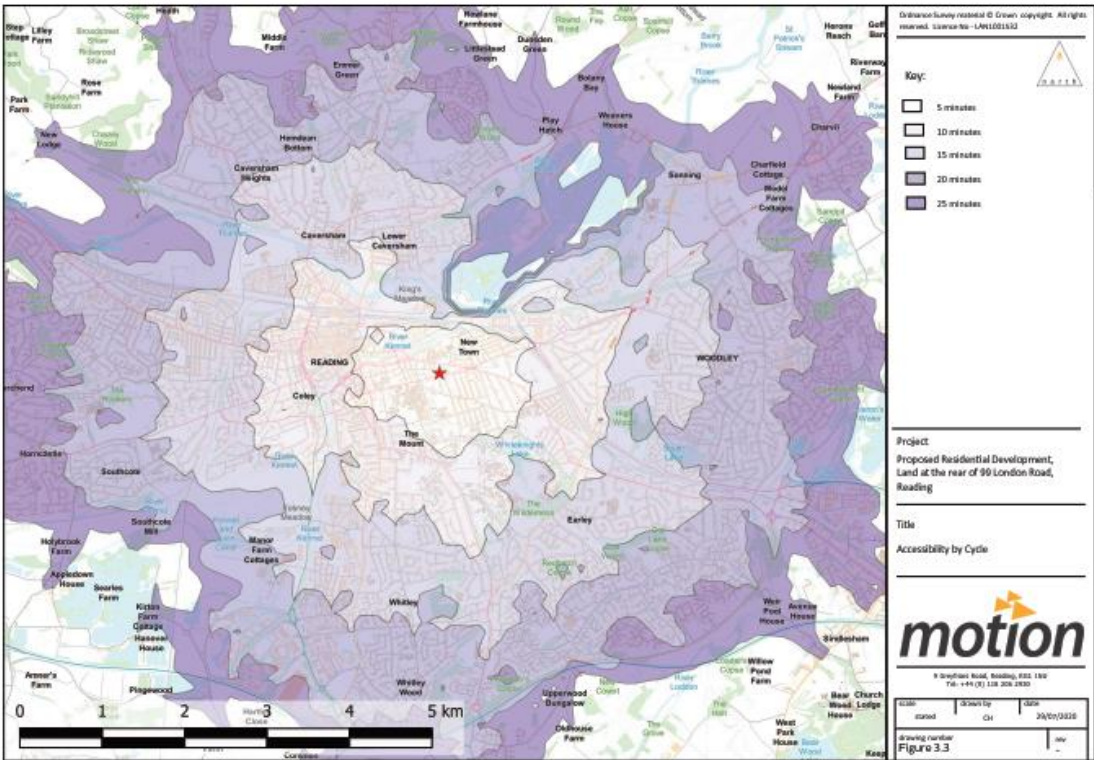


Figure 3.3: 25 minute Cycling Isochrone

- 3.20 Figure 3.3 shows that the majority of Reading including the key employment areas in South Reading, West Reading, Thames Valley Park and Winnersh Triangle are all within a 25 minute cycle ride of the site.

**Accessibility by Public Transport**

**Travel by Bus**

- 3.21 The closest bus stops to the site are located approximately 200 metres to the north of the site on Kings Road. These stops benefit from shelters, seating and timetable information. They are serviced by routes 4, 13, 14, 17 and 850. A summary of the routes and frequencies of the buses that serve these stops is provided in Table 3.1.

| Service Number | Distance to bus stop (metres) | Route                                                                                                                                                                                                | Average Frequency (minutes) |     |     |
|----------------|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|-----|-----|
|                |                               |                                                                                                                                                                                                      | Mon-Fri                     | Sat | Sun |
| 4              | 175                           | Reading Town Centre – Palmer Park – Whiteknights – Earley – Loddon Bridge – Winnersh – Emmbrook – Wokingham Town Centre – London Road – Great Hollands – Easthampstead – Bracknell Bus Station       | 30                          | 30  | 60  |
| X4             | 175                           | Reading Town Centre – Palmer Park – Whiteknights – Earley – Loddon Bridge – Winnersh – Emmbrook – Wokingham Town Centre – John Nike Leisure Centre – Western Industrial Area – Bracknell Bus Station | 30                          | 30  | 60  |
| 13             | 175                           | Reading Town Centre – New Town – North Earley – Bulmershe – Woodley – South Lake – Woodley – North Earley – New Town – Reading Town Centre                                                           | 30                          | 30  | 60  |
| 14             | 175                           | Reading Town Centre – New Town – North Earley – Woodley – South Lake – Woodley – Bulmershe – North Earley – New Town – Reading Town Centre                                                           | 30                          | 30  | 60  |
| 17             | 175                           | Whiteknights – Palmer Park – Reading Town Centre – Reading West – Norcot – Tilehurst                                                                                                                 | 10                          | 10  | 10  |
| 850            | 175                           | High Wycombe Bus Station – Marlow Bottom – Marlow – Danesfield – Hambleden – Fawley – Henley-On-Thames – Wargrave – Twyford – Charvil – Sonning – North Earley – New Town – Reading Town Centre      | 60                          | 60  | N/a |

Table 3.1: Local Bus Services

**Access by Rail**

- 3.22 The Application Site is approximately a 1.7 kilometre walk from Reading Railway Station which has links to multiple railway stations in the South East as shown in Table 3.2 below.

| Station              | Operator              | Via                                                                                                                                                                                                                                                  | Average Service Headway (minutes) |
|----------------------|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|
| London Waterloo      | South Western Railway | Reading – Earley – Winnersh Triangle – Winnersh – Wokingham – Bracknell – Martins Heron – Ascot (Berks) – Sunningdale – Longcross – Virginia Water – Egham – Staines – Feltham – Twickenham – Richmond (London) – Clapham Junction – London Waterloo | 30                                |
| London Paddington    | Great Western Railway | Direct                                                                                                                                                                                                                                               | 6                                 |
| Oxford               | Great Western Railway | Reading – Tilehurst – Pangbourne – Goring & Streatley – Cholsey – Didcot Parkway – Radley – Oxford                                                                                                                                                   | 60                                |
| Cheltenham Spa       | Great Western Railway | Reading – Didcot Parkway – Swindon (Wilts) – Kemble – Stroud (Gloucs) – Stonehouse – Gloucester – Cheltenham Spa                                                                                                                                     | 60                                |
| Bristol Temple Meads | Great Western Railway | Didcot Parkway – Swindon (Wilts) – Chippenham – Bath Spa – Bristol Temple Meads                                                                                                                                                                      | 30                                |
| Guildford            | Great Western Railway | Reading – Wokingham – Blackwater – North Camp – Guildford                                                                                                                                                                                            | 25                                |
| Basingstoke          | Great Western Railway | Reading – Reading West – Mortimer – Bramley – Basingstoke                                                                                                                                                                                            | 20                                |

Table 3.2: Local Rail Services

- 3.23 Several of the railway stations identified in Table 3.2 are nodes on the London Underground network and, therefore, give access to locations across the Capital.

### Baseline Travel Patterns

- 3.24 In order to assess the relative attractiveness of the sustainable modes of transport the site has access to, 2011 Census data associated with residents living in the local area has been interrogated. Details of the data extracted from the 2011 Census are summarised in Table 3.2 and provided at [Appendix B](#) for completeness.

| Mode              | Reading 012C SOA | Reading     |
|-------------------|------------------|-------------|
| Public Transport  | 22.5%            | 22.0%       |
| • Rail            | 9.9%             | 10.4%       |
| • Bus             | 12.6%            | 11.6%       |
| Car/van driver    | 33.8%            | 49.5%       |
| Car/van passenger | 2.6%             | 4.7%        |
| Taxi              | 0.4%             | 0.4%        |
| Motorcycle        | 0.4%             | 0.6%        |
| Pedal Cycle       | 4.5%             | 4.4%        |
| On foot           | 35.6%            | 17.9%       |
| Other             | 0.2%             | 0.6%        |
| <b>TOTAL</b>      | <b>100%</b>      | <b>100%</b> |

Table 3.2 – Travel to Work Data (2011 Census)

- 3.25 As with the rest of Reading Borough, Table 3.2 indicates that the majority of existing residents travel to work by modes other than the private car. Indeed, it is evident that the proportion of people that travel to work via the more sustainable modes of transport (i.e. public transport, walking and cycling) is considerably higher than wider Reading average. This indicates that it is one of the most sustainable areas of the town and thus ideally suited for further residential development.

### Road Safety

- 3.26 ID42-015 of the NPPG recommends that:

*"an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period in the proposed site has been identified as within a high accident area."*

- 3.27 Personal Injury Accident (PIA) data recorded within the immediate vicinity of the application site, including Fatherson Road and the junctions with London Road and Kings Road has been obtained from the CrashMap for the last available three year period covering 2017 to 2019. No PIA's occurred in the vicinity of the Application Site within the last available three year period.
- 3.28 As such, it is not considered that the highway network adjacent to the Application Site suffers from an abnormally high accident rate.

### Summary

- 3.29 The above review demonstrates that the site is readily accessible by a variety of modes of transport that have the potential to reduce reliance on the private car. The location so the site therefore accords with the requirements of Local Plan Policy TR3..

## 4.0 Proposed Development

### Overview

- 4.1 The following text outlines details of the development proposals and summarises how it will be accessed along with providing details of the associated parking and servicing strategies.

### Development Proposals

- 4.2 The proposed development comprises the construction of a two-storey building comprising a one-bedroom flat and a two-bedroom flat on undeveloped land to the rear of 99 London Road
- 4.3 The proposed layout is included at **Appendix C**.

### Access

- 4.4 Pedestrian and vehicular access to the application site will be provided via a vehicular access from Fatherson Road.

### Servicing

- 4.5 Bin storage areas are marked on the proposed layout plans found at **Appendix C**. Future residents will be required to place their bins on the kerbside for collection on designated days before being returned to the bin storage areas.

### Parking

#### Car Parking

- 4.6 The Proposed Development provides one allocated standard car parking spaces per flat, totalling 2 car parking spaces. This provision is in compliance with the maximum recommended requirements set out in RBC vehicle parking standards of one space per 1-2 bedroom dwelling within the zone 2 area.
- 4.7 The land currently is undeveloped and given the uncontrolled nature of the access from Fatherson Road, informal parking from neighbouring properties has occurred, which is not authorised by the landowner. Given the site is within a Controlled Parking Zone (CPZ), any vehicles which park informally on the land will require a permit to park on street and therefore will be subject to the rigorous policies of the RBC's Parking Services department.
- 4.8 It is noteworthy that a planning condition requiring that the land be used as a parking area in relation to 97 and 99 London Road is not in place and therefore the construction of a residential dwelling in this location has no implications for the consented parking provision of these properties
- 4.9 The existing offices at number 99 London Road are provided with a formal parking at the front of the property consisting of three spaces and this is unaffected by the proposals.
- 4.10 As detailed within Section 3 no parking can occur along Kings Road or London Road given the extensive parking restrictions in force, while Fatherson Road is within a CPZ which is restricted to permit holders only between 8pm and 8am. A parking survey at 9pm on Thursday 30<sup>th</sup> July 2020, showed that out of 20 available spaces along the 120 metres of parking bay, 11 spaces were available.
- 4.11 The survey also showed that on the adjacent Muirfield Close, out of the 10 available spaces along the 60 metres of parking bays, 4 spaces were available.
- 4.12 The roads south of London Road, Alexandra Road and Denmark Road are within parking zone 13R which restricts parking to permit holders only between 5.30pm and 8am. The survey showed that out of 43 available spaces along Alexandra Road, 32 spaces were available and out of 36 spaces along Denmark Road, 19 spaces were available.

4.13 There was vehicle parked within the informal parking area within the application site on the night of the survey belonging to the landlord. If the owner of this vehicle meet the onerous requirements of RBC's parking permit policy, sufficient space is available on street to accommodate this vehicle.

4.14 The full parking survey is within **Appendix D**.

***Cycle Parking***

4.15 Each flat is provided with a cycle storage area, as detailed on the layout plans found at **Appendix C**. This provision exceeds the minimum recommended requirements set out in the RBC vehicle parking policy.

## 5.0 Trip Analysis

### Overview

- 5.1 When assessing the impacts of residential development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those on the adjacent highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as daily movements (07:00-19:00).

### Proposed Trip Generation

- 5.2 To calculate the trip attraction potential of the Proposed Development, reference has been made to the TRICS database. Sites within the TRICS category '03 – Residential: C – Flats Privately Owned' have been identified.
- 5.3 The analysis set out below considers the net change in vehicle trips i.e. the trips arising from an additional 2 residential dwellings. A summary of the peak hour trip rates is provided in Table 5.1 below and the full TRICS output for reference included in [Appendix E](#).

| Time Period              | Person Trip Rates (Per Unit) |            |         | Person Trips (2 Additional Units) |            |         |
|--------------------------|------------------------------|------------|---------|-----------------------------------|------------|---------|
|                          | Arrivals                     | Departures | Two-Way | Arrivals                          | Departures | Two-Way |
| AM Peak<br>(08:00-09:00) | 0.069                        | 0.224      | 0.293   | 0                                 | 1          | 1       |
| PM Peak<br>(17:00-18:00) | 0.155                        | 0.086      | 0.241   | 1                                 | 0          | 1       |
| Daily<br>(07:00-19:00)   | 0.723                        | 0.877      | 1.600   | 2                                 | 2          | 4       |

Table 5.1: Vehicle Trip Generation

- 5.4 Approximately 1 two-way trip is expected in the AM and PM peak periods, the daily equivalent is in the order 4 vehicle movements.
- 5.5 This low level of vehicle trips is to be expected given the sustainable location of the site and the fact as shown by the census data within Section 3, existing residents use sustainable modes of transport over the private car.

### Summary

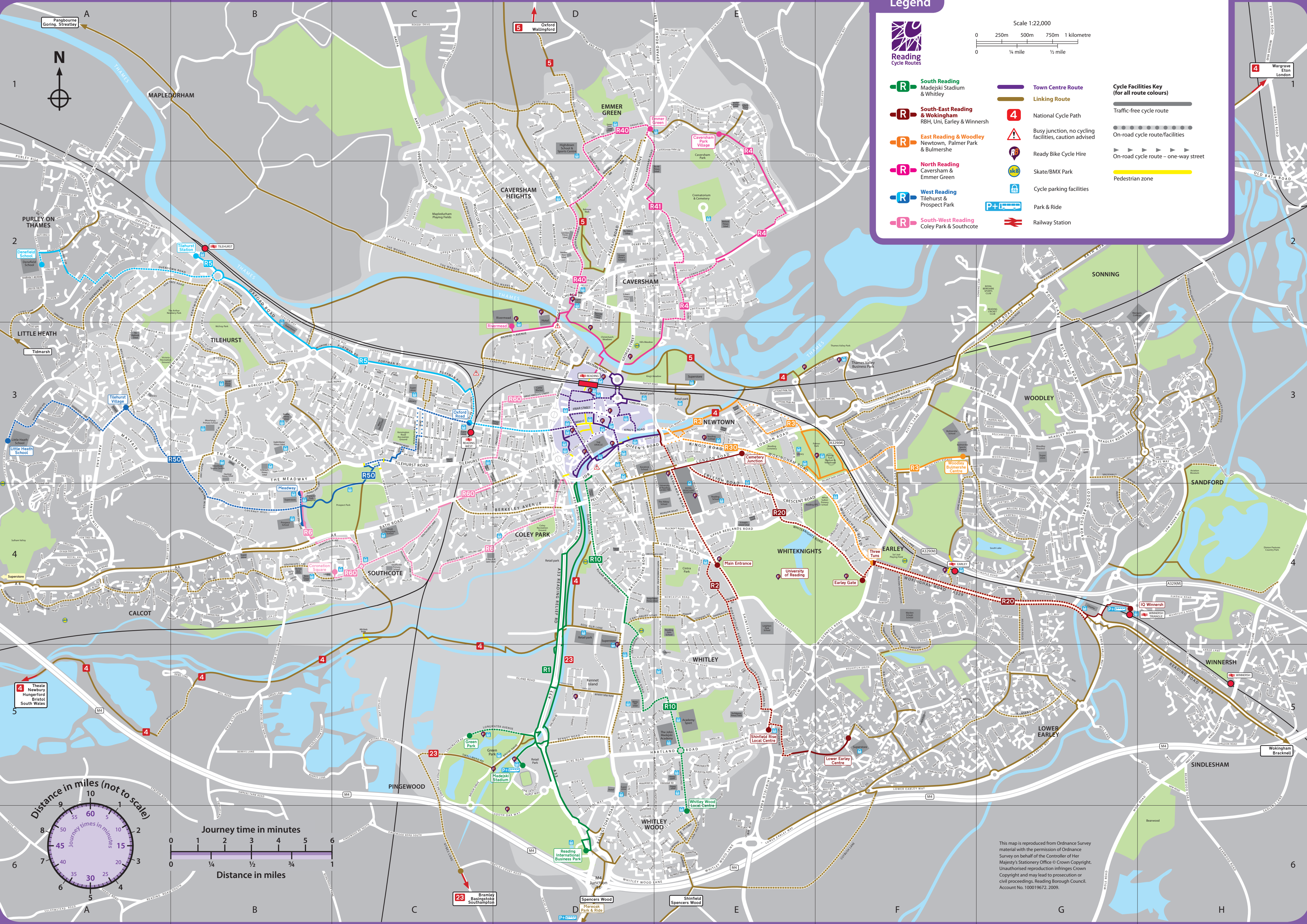
- 5.6 The Proposed Development is expected to result in a small increase in trips. However, increases in trips of this magnitude would have an imperceptible impact on the operation of local transport networks. No severe, residual impacts on the operation of the highway network are therefore expected to arise as a consequence of the Proposed Development.

## 6.0 Summary and Conclusion

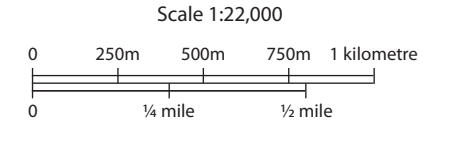
- 6.1 This Transport Statement has been prepared on behalf of Royle Berkshire Developments to support an application that comprises the construction of a two storey residential property comprising of two flats on land at the rear of 99 London Road, alongside associated parking and infrastructure.
- 6.2 This Transport Statement demonstrates that the site benefits from access to a good network of pedestrian and cycle links, which connect the site to the public transport network that serves the local area and a range of local facilities. On this basis, it is considered that the proposed development is ideally located to encourage people to travel by more sustainable modes of transport in accordance with the aims of the NPPF and Local Plan Policy TR1. As a result, the site is considered an ideal candidate for car free development.
- 6.3 It has been shown that the proposals are unlikely to have a material impact upon the local transport networks. Indeed, the results of our various analyses indicate that the proposals would not lead to a material increase in trips during the peak travel periods or across the course of a typical day, and that there will be an overall reduction in vehicle trips associated with the site. In this regard, the proposed development accords with Local Plan Policy TR3.
- 6.4 In summary, this Transport Statement demonstrates that:
- ▶ The site is accessible by the more sustainable modes of travel including foot, cycle and public transport and is well located to enable future residents to walk and cycle to a range of local facilities and amenities;
  - ▶ An analysis of personal injury accident data records has identified no significant issues associated with the local highway network that are detrimental to road safety levels;
  - ▶ Through the commitment to preventing future residents from applying for parking permits, the development will not place any additional parking stress upon the local highway network and thus accords with Local Plan Policy TR5;
  - ▶ The provision of cycle parking at a level that exceeds the adopted standards will ensure that the use of this important mode of transport is encouraged, in accordance with Local Plan Policy TR4 and TR5.
  - ▶ The proposed development will lead to a negligible increase in person trips associated with the site and a net reduction in vehicle trips, and is thus in accordance with Local Plan Policy TR3; and,
  - ▶ The proposals will not lead to any harm to the existing operation and free flow of traffic on the adjoining highway network in accordance with Local Plan Policy TR3.
- 6.5 On the basis of the above, it is concluded that the proposals accord with national and local transport related policies and can be accommodated without detriment to the operating capacity of the local transport networks. As such, the proposed development represents a sustainable development for the future, and we see no reason why the proposals should be resisted on traffic and transportation ground.

## Appendix A

Reading Cycle Map



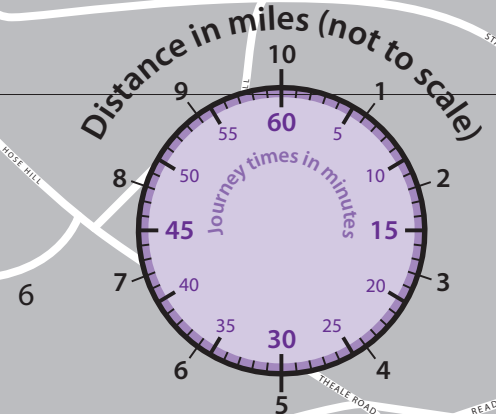
Legend



- R** South Reading  
Madejski Stadium & Whitley
- R** South-East Reading & Wokingham  
RBH, Uni, Earley & Winnersh
- R** East Reading & Woodley  
Newtown, Palmer Park & Bulmershe
- R** North Reading  
Caversham & Emmer Green
- R** West Reading  
Tilehurst & Prospect Park
- R** South-West Reading  
Coley Park & Southcote

- Town Centre Route**
- Linking Route**
- 4** National Cycle Path
- Busy junction, no cycling facilities, caution advised
- Ready Bike Cycle Hire
- Skate/BMX Park
- Cycle parking facilities
- Park & Ride
- Railway Station

- Cycle Facilities Key (for all route colours)**
- Traffic-free cycle route
  - On-road cycle route/facilities
  - On-road cycle route – one-way street
  - Pedestrian zone



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## **Appendix B**

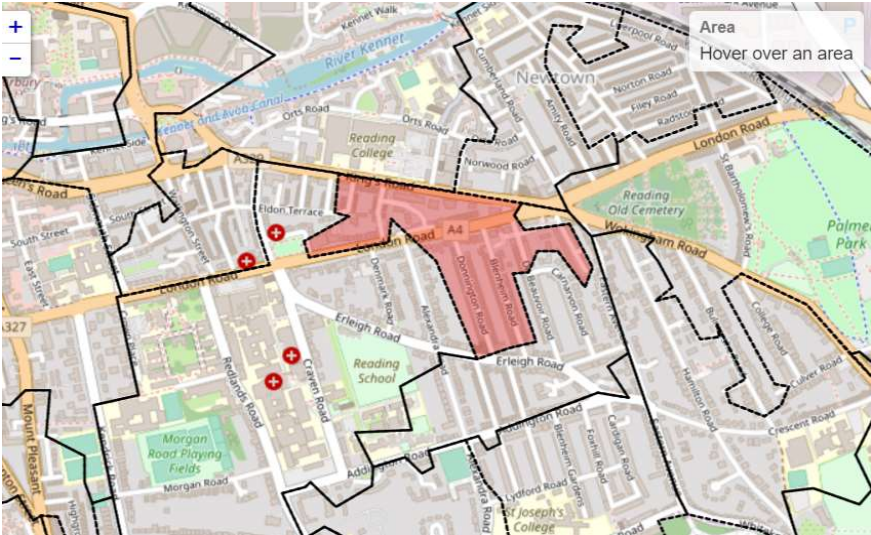
Travel to Work Census Data

QS703EW - Method of Travel to Work (2001 specification)

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|            |                                       |
|------------|---------------------------------------|
| population | All usual residents aged 16 to 74     |
| units      | Persons                               |
| area type  | 2011 super output areas - lower layer |
| area name  | E01016416 : Reading 012C              |

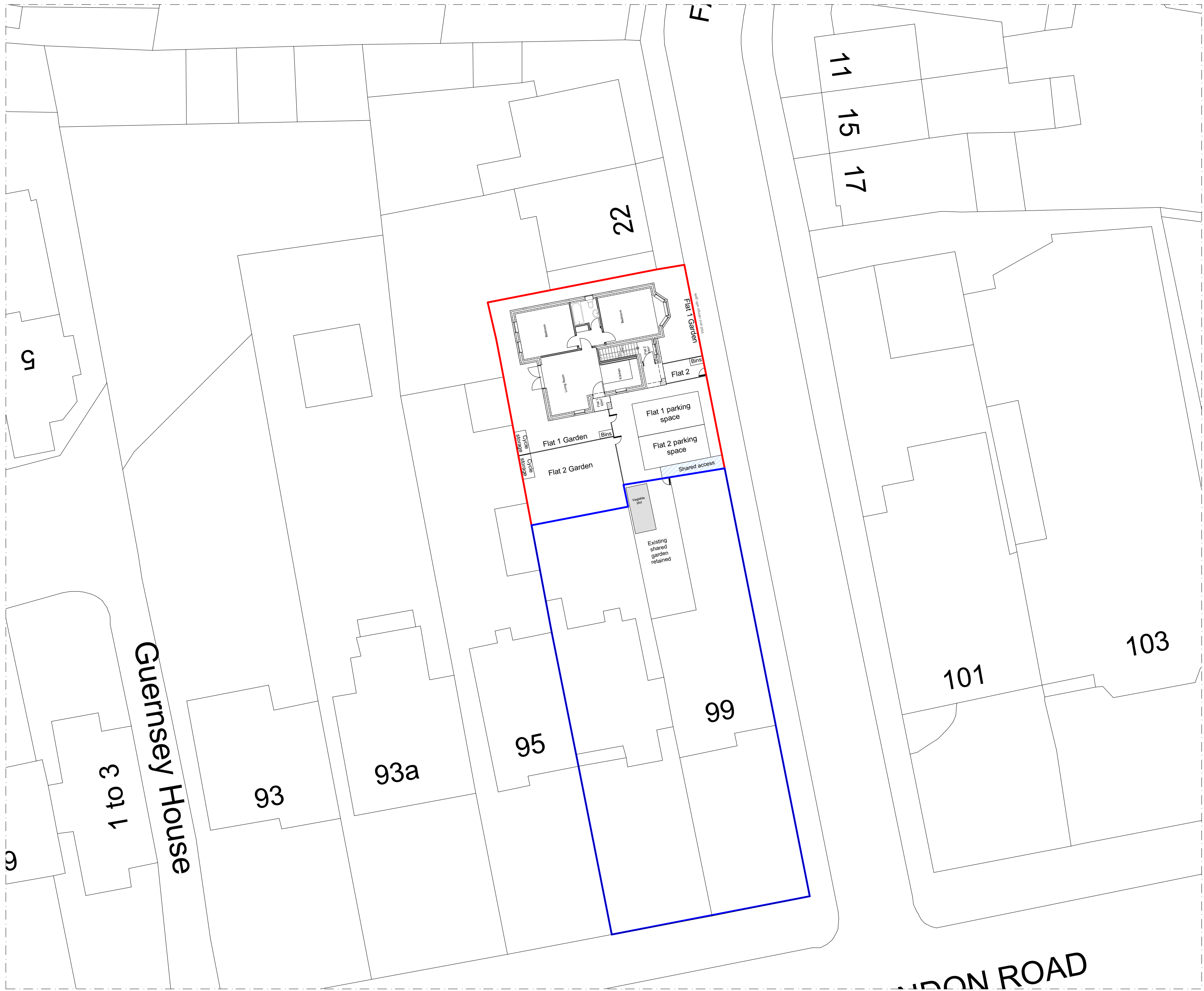
| Method of Travel to Work          | 2011 | %     |
|-----------------------------------|------|-------|
| All categories: Method of travel  | 828  | 100   |
| Underground, metro, light rail, t | 2    | 0.24  |
| Train                             | 80   | 9.66  |
| Bus, minibus or coach             | 104  | 12.56 |
| Taxi                              | 3    | 0.36  |
| Motorcycle, scooter or moped      | 3    | 0.36  |
| Driving a car or van              | 280  | 33.82 |
| Passenger in a car or van         | 22   | 2.66  |
| Bicycle                           | 37   | 4.47  |
| On foot                           | 295  | 35.63 |
| Other method of travel to work    | 2    | 0.24  |



In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

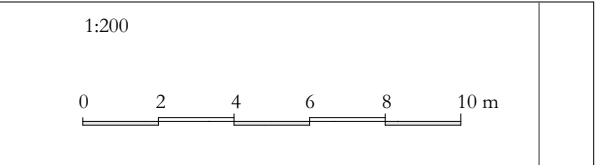
## **Appendix C**

Site Layout



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All dimensions to be checked on site and any discrepancies to be reported before work commences.

Notes:



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Client:  
**Royal Berkshire Developments LTD**

Job Title:  
**Land to the rear of 99 London Rd**

Drawing Title:  
**Proposed Site Plan**

|                                    |                                     |
|------------------------------------|-------------------------------------|
| Drawing Date:<br><b>24-06-2020</b> | Status:<br><b>PLANNING DRAWINGS</b> |
| Issue Date:<br><b>21/07/2020</b>   | Drawn By:<br><b>SA</b>              |
| Job No:<br><b>8989</b>             | Scale:<br><b>@A1</b>                |
|                                    | Drawing No:<br><b>PL-04</b>         |
|                                    | Rev:                                |

## **Appendix D**

### Parking Survey

Date of Survey – Thursday 31<sup>st</sup> July, 2020, 21.00 to 21.30

| Road                       | Length of Parking Spaces | Number of Parking Spaces (length/6) | Number of Cars Parked | Number of Free Spaces |
|----------------------------|--------------------------|-------------------------------------|-----------------------|-----------------------|
| Fatherson Road             | 120 metres               | 20                                  | 9                     | 11                    |
|                            |                          |                                     |                       |                       |
| Muirfield Close            | 60 metres                | 10                                  | 6                     | 4                     |
|                            |                          |                                     |                       |                       |
| Alexandra Road (east side) | 128 metres               | 21                                  | 7                     | 14                    |
|                            |                          |                                     |                       |                       |
| Alexandra Road (west side) | 136 metres               | 22                                  | 4                     | 18                    |
|                            |                          |                                     |                       |                       |
| Denmark Road (east side)   | 121 metres               | 20                                  | 9                     | 11                    |
|                            |                          |                                     |                       |                       |
| Denmark Road (west side)   | 95 metres                | 16                                  | 8                     | 8                     |
|                            |                          |                                     |                       |                       |
| Total                      | 660 metres               | 110                                 | 43                    | 67                    |

#### Alexandra Road



**Denmark Road**



**Fatherson Road / Muirfield Close**





## **Appendix E**

TRICS Outputs

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

|   |                        |                |    |                          |
|---|------------------------|----------------|----|--------------------------|
| 1 | EX-03-C-01             | FLATS          |    | ESSEX                    |
|   | WESTCLIFF PARADE       |                |    |                          |
|   | SOUTHEND-ON-SEA        |                |    |                          |
|   | WESTCLIFF              |                |    |                          |
|   | Edge of Town Centre    |                |    |                          |
|   | Residential Zone       |                |    |                          |
|   | Total No of Dwellings: |                | 6  |                          |
| 2 | GM-03-C-03             | BLOCK OF FLATS |    | GREATER MANCHESTER       |
|   | FAIRFIELD STREET       |                |    |                          |
|   | MANCHESTER             |                |    |                          |
|   | Town Centre            |                |    |                          |
|   | Built-Up Zone          |                |    |                          |
|   | Total No of Dwellings: |                | 20 |                          |
| 3 | RI-03-C-01             | FLATS          |    | EAST RIDING OF YORKSHIRE |
|   | 465 PRIORY ROAD        |                |    |                          |
|   | HULL                   |                |    |                          |
|   | Edge of Town           |                |    |                          |
|   | Residential Zone       |                |    |                          |
|   | Total No of Dwellings: |                | 20 |                          |
| 4 | WY-03-C-02             | BLOCK OF FLATS |    | WEST YORKSHIRE           |
|   | KINGS MILL LANE        |                |    |                          |
|   | HUDDERSFIELD           |                |    |                          |
|   | ASPLEY                 |                |    |                          |
|   | Edge of Town Centre    |                |    |                          |
|   | Built-Up Zone          |                |    |                          |
|   | Total No of Dwellings: |                | 12 |                          |

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
VEHICLES  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 4        | 15          | 0.017     | 4          | 15          | 0.103     | 4        | 15          | 0.120     |
| 08:00 - 09:00 | 4        | 15          | 0.069     | 4          | 15          | 0.224     | 4        | 15          | 0.293     |
| 09:00 - 10:00 | 4        | 15          | 0.069     | 4          | 15          | 0.121     | 4        | 15          | 0.190     |
| 10:00 - 11:00 | 4        | 15          | 0.034     | 4          | 15          | 0.017     | 4        | 15          | 0.051     |
| 11:00 - 12:00 | 4        | 15          | 0.052     | 4          | 15          | 0.017     | 4        | 15          | 0.069     |
| 12:00 - 13:00 | 4        | 15          | 0.000     | 4          | 15          | 0.069     | 4        | 15          | 0.069     |
| 13:00 - 14:00 | 4        | 15          | 0.069     | 4          | 15          | 0.069     | 4        | 15          | 0.138     |
| 14:00 - 15:00 | 4        | 15          | 0.034     | 4          | 15          | 0.034     | 4        | 15          | 0.068     |
| 15:00 - 16:00 | 4        | 15          | 0.086     | 4          | 15          | 0.034     | 4        | 15          | 0.120     |
| 16:00 - 17:00 | 4        | 15          | 0.086     | 4          | 15          | 0.034     | 4        | 15          | 0.120     |
| 17:00 - 18:00 | 4        | 15          | 0.155     | 4          | 15          | 0.086     | 4        | 15          | 0.241     |
| 18:00 - 19:00 | 4        | 15          | 0.052     | 4          | 15          | 0.069     | 4        | 15          | 0.121     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.723     |            |             | 0.877     |          |             | 1.600     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

|                                               |                     |
|-----------------------------------------------|---------------------|
| Trip rate parameter range selected:           | 6 - 20 (units: )    |
| Survey date range:                            | 01/01/00 - 13/05/14 |
| Number of weekdays (Monday-Friday):           | 4                   |
| Number of Saturdays:                          | 0                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 0                   |
| Surveys manually removed from selection:      | 0                   |

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.